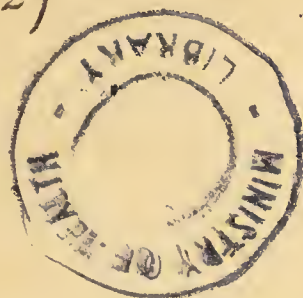


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11

PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1964





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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Port Health Authority for the year 1964, in accordance with regulation 12 (4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The report and statistical information is presented in the form required by the Minister of Health. Where the entry "No change" appears, it is to indicate that there has been no variation in the detailed information given in the annual report for 1960.

The Public Health (Ships) (Amendment) Regulations, 1963, which were operative from 1st August, 1963, permit the examination of the vaccination certificates of travellers and crew arriving from infected or endemic areas. If such certificates are invalid or not available the traveller may be vaccinated, placed under surveillance, or isolated for a period of 14 days. We have now had an opportunity of working for a whole year under these Regulations and it is heartening to be able to record a very high rate of valid certificates. In a few cases non-compliance was brought to the attention of shipping owners and agents for action.

An increasing number of student public health inspectors were granted training facilities to comply with the requirements of the Public Health Inspectors Education Board.

An excessive smoke emission by a British owned tanker lying in the Queen Elizabeth II Dock, Eastham, was considered to warrant legal action. The case will be heard early in 1965. Further details of this contravention of the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, will be found later in the report.

It again gives me much pleasure to record my thanks to the Chairman and Members of the Port Health Authority for their support and co-operation and for the devotion of the staff during the year.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN

Medical Officer of Health.

Port Health Office,
168 Trafford Road,
Salford, 5.

Members of the Port Health Authority

The membership for the year was as follows :—

Alderman B. S. LANGTON, J.P. (Chairman)	}	County Borough of Manchester.
Alderman R. E. THOMAS, J.P.		
Alderman Mrs. N. BEER, O.B.E., J.P.		
Councillor Mrs. S. D. ALEXANDER		

Alderman S. W. DAVIS, B.E.M. (Deputy Chairman)	}	County Borough of Salford.
Alderman T. C. LOFTUS.		
Alderman G. H. GOULDEN, J.P.		
Alderman Miss M. C. WHITEHEAD		

Coun. Mrs. E. M. MACPHERSON, J.P. (until May, 1964)	}	Borough of Stretford.
Alderman E. REID, (from May, 1964).		

Alderman Mrs. E. BODDAN.	}	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.

Councillor J. HUNT.	}	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.

Alderman J. MORRIS, J.P. (died 1st February, 1964).	}	Warrington C.B. Warrington R.D.C.
Councillor J. PHOENIX, J.P.		
(from April, 1964).		

Alderman P. HANLEY.	}	Borough of Widnes Borough of Bebington Borough of Ellesmere Port

SECTION I: Staff changes

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Other Appointments
P. J. Axton	Junior Clerk	25th April 1960 Resigned 4th July, 1964	Cert. R.S.H.	—
J. A. Lyndon	Clerical Assistant	24th August 1964	—	—

Address and Telephone No. of the Medical Officer of Health: 168 Trafford Road, Salford, 5. (TRAfford Park 1714).

Branch Offices:

14 Victoria Road, Runcorn (Runcorn 2919).

The Docks, Ellesmere Port (Ellesmere Port 2961).

SECTION II: Amount of shipping entering the district

TABLE B

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the port health inspectors	
Foreign ports	3,414	7,476,192	31*	1,821	5
Coastwise	3,106	2,143,379	—	289	—
Total	6,520	9,619,571	31*	2,110	5

*Thirty-one vessels visited by boarding medical officers, Liverpool Port Health Authority, in R. Mersey.

“Foreign” excludes ports in the Irish Republic.

SECTION III:

Character of shipping and trade during the year

TABLE C

Passenger Traffic

Number of passengers INWARDS: 423.

Number of passengers OUTWARDS : 623.

Cargo Traffic

Principal IMPORTS:

Petroleum, grain, ores, woodpulp, sand and gravel, timber, paper and newsprint, non-ferrous metals, flour, meal, etc., sulphur, foodstuffs, stone and flints, asbestos, beer and stout, chemicals, cotton, iron and steel, oils in bulk (other than petroleum) and clay.

Principal EXPORTS:

Petroleum, chemicals, coal and coke, iron and steel, salt, bitumen, vehicles and parts, machinery, foodstuffs, creosote and pitch.

Total traffic, 1964: 15,693,399 tons.

Total traffic, 1963: 15,112,884 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE:

Argentina	.....	.....	.....	Bahia Blanca, Buenos Aires and Rosario.
Australia	.....	.....	.....	Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	.....	.....	.....	Antwerp and Ghent.
Brazil	.....	.....	.....	Porto Alegre, Rio de Janeiro and Santos.
Canada	.....	.....	.....	East and West Coast and Great Lakes ports.
Ceylon	.....	.....	.....	Colombo.
Colombia	.....	.....	.....	Mamonal and Cartagena.
Cyprus	.....	.....	.....	Famagusta, Limassol and Morphou Bay.
Denmark	.....	.....	.....	Copenhagen, Esbjerg and Frederikshavn.
East Africa	.....	.....	.....	Beira, Lourenco Marques and Mombasa.
Ecuador	.....	.....	.....	La Libertad.
Egypt	.....	.....	.....	Alexandria, Port Said, Port Sudan and Suez.
Eire	.....	.....	.....	Cork, Drogheda, Dublin, Limerick and Wicklow.
Finland	.....	.....	.....	Abo, Helsingfors, Kotka, Lovisa, Manty-luoto, Raumo and Hamina.

Principal ports from which ships arrive—continued.

France	.....	Bordeaux, Le Havre, Sete, Paris and Rouen.
Germany	.....	Bremen, Hamburg, Rostock and Wismar.
Greece	.....	Patras, Piraeus and Salonica.
Holland	.....	Amsterdam and Rotterdam.
Iceland	.....	Reykjavik.
India	.....	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	.....	Balik Papan and Miri.
Israel	.....	Haifa and Tel-Aviv.
Iraq	.....	Basra.
Italy	.....	Genoa, Messina and Savona.
Lebanon	.....	Beirut, Sidon and Tripoli.
Malaya	.....	Singapore.
Netherlands West Indies		Aruba and Curacao.
North Africa	.....	Algiers, La Goulette, Sfax and Sousse.
Norway	.....	Arendal, Bergen, Christiansand, Hauge-sund, Frederikstad, Larvik, Narvik, Oslo, Porsgrunn, Risør, Sarpsborg, Skien, Stavanger and Trondheim.
Pakistan	.....	Chittagong, Karachi and Chalna.
Persian Gulf	.....	Kuwait, Mena al Ahmadi and Bahrein.
Peru	.....	Cabo Blanco and Lobitos.
Poland	.....	Gdansk, Gdynia and Szczecin.
Portugal	.....	Leixoes, Lisbon and Oporto.
Russia	.....	Archangel, Leningrad, Igarka, Mesane, Kaliningrad and Novorossisk.
South Africa	.....	Capetown, Durban, East London and Port Elizabeth.
Spain	.....	Bilbao and Huelva.
Sweden	.....	Gefle, Gothenburg, Helsingborg, Holmsund, Lake Vener, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	.....	Lattakia.
Trinidad	.....	Port of Spain, Point Fortin and Chaguar-amas.
Turkey	.....	Iskenderun and Istanbul.
United Kingdom	.....	Avonmouth, Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.

Principal ports from which ships arrive—continued.

United States of America, Atlantic Gulf, Great Lakes and Pacific ports.

Uruguay Montevideo.

Venezuela Amuay Bay, Las Piedras, El Palito, Puerto la Cruz, Punta Cardon, Cabimas and Puerto Miranda.

West Africa Bathurst, Conakry, Dakar, Freetown, Lagos, Lobito, Sapele, Monrovia, Port Harcourt, Takoradi and Warri.

Yugoslavia Rijeka.

SECTION IV: Inland barge traffic

Numbers and tonnage using the district, and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn, Warrington, Liverpool and Birkenhead. The following canals enable direct communication by water to be maintained between the ship canal and all the inland navigations of the country: Bridgewater, Leeds and Liverpool, Aire and Calder, Macclesfield, Weaver, Trent and Mersey and Shropshire Union.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1964 totalled 175,000 tons. This traffic was carried in boats owned by the Bridgewater department of the Manchester Ship Canal Company and in bye-traders' boats.

Twenty-one canal boats were visited, eight of which were found to contravene the Canal Boats Regulations. Seventeen inspections were carried out in the main docks and a further four visits were made to boats lying in the Warrington-Ellesmere Port section of the ship canal. Nine complaint notes were issued and contraventions were corrected on two of the boats inspected.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects:

Registration certificate not produced	.....	.....	.....	.....	2
Cabins in defective condition	.....	.....	.....	.....	2
Stove defective	.....	.....	.....	.....	1
Registration marks to be repainted	.....	.....	.....	.....	1
Cabins required painting	.....	.....	.....	.....	5
					<hr/>
					11
					<hr/>

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Port Health Authority is not a registration authority.

SECTION V: Water supply

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the ship canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn, Weston Point, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

Forty-seven samples of water from ships were examined with the following results :

	Satisfactory	Unsatisfactory	Total
Chemical	17	—	17
Bacteriological	21	9	30

Steps were taken immediately on receipt of unsatisfactory reports to ensure that water tanks were cleaned without delay. When the reports came to hand whilst the vessels were still in port appropriate action was taken prior to sailing.

Copies of reports in respect of water samples taken on British ships were forwarded to the Marine Survey Office, Ministry of Transport, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.*

All hydrants and hosepipes were found to be adequately protected against contamination.

(4) *Number and sanitary condition of water boats, and powers of control by the authority.*

A barge, "M.S.C.43", is used on the ship canal for the conveyance of fresh water to dredging craft. The boat is fitted with an after tank which is cement washed twice each year and cleaned regularly. A separate pump and hose are supplied for exclusive use with this tank.

SECTION VI:**Public Health (Ships) Regulations, 1952-1963.**

(1) *List of infected areas.*

Port Elizabeth was added to the list as from the 31st March and deleted on 2nd December, 1964.

(2) *Radio messages.* No change.

(3) *Notifications otherwise than by radio.* No change.

(4) *Mooring stations.* No change.

(5) *Arrangements for :*

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow-up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of the Port Health Authority. One thousand one hundred and seventy-six declarations were received.

SECTION VII: Smallpox

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

Ainsworth Smallpox Isolation Hospital, Bury.

Sankey Hospital, near Warrington.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The ambulance authorities require annual re-vaccination of all persons who may handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.

Dr. D. C. Liddle, Monsall Hospital, Manchester, 10.

Dr. E. R. Peirce, 8 Grosvenor Road, Cressington Park,
Liverpool, 19.

Professor Andrew B. Semple, Hatton Garden, Liverpool, 3.

Dr. J. Yule, 199 Chester Road, Hazel Grove, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

SECTION VIII: Venereal disease

Leaflets giving information as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited. Posters are displayed on the dock premises by kind permission of the Manchester Ship Canal Company, and similar posters are exhibited in the public conveniences situated in close proximity to the main docks.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary:—

	St. Luke's Clinic		Seamen's Dispensary	
	British seamen	Foreign seamen	British seamen	Foreign seamen
Condition				
Syphilis	1	—	—	3
Gonorrhoea	13	5	12	25
Other conditions	38	9	69	58
Attendances	96	24	141	156

SECTION IX: Cases of notifiable and other infectious diseases on ships

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Leprosy	—	1	1
	Malaria	—	2	2
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Chickenpox	—	4	1
	Malaria	—	1	1
	Measles	—	2	1
Cases landed from other ships	—	—	—	—

**SECTION X: Observations on the occurrence
of malaria in ships**

Only two cases of malaria occurred on vessels whilst in the port;
both cases were removed to hospital.

**SECTION XI: Measures taken against ships
infected with or suspected for plague**

No plague-infected or suspected ships arrived.

SECTION XII: Measures against rodents in ships from foreign ports

(1) *Procedure for inspection of ships for rats.*

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are systematically searched by the rodent operative. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the inspectors as to whether any dead rats have been disposed of prior to arrival. Tankers arriving at Eastham, Stanlow and Ince from foreign ports are visited by the inspector and, whenever possible, a detailed inspection for rodents is made. The short stay of tankers renders it difficult for any specialised treatment to be given. Details of action necessary to deal with any rodent infestation are given to the master, and if the vessel should be proceeding coastwise the medical officer of the next port is notified of the evidence found.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Thirteen black rats caught on vessels from foreign ports were forwarded to the Public Health Laboratory, Manchester, for bacteriological examination. A further 11 rats caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. No evidence of rodent plague was found.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a deratting certificate has been effected by either poisoning or trapping. The necessary work was carried out by Messrs. Rentokil Laboratories, Ltd., Birkenhead, under the supervision of the port health inspectors.

(4) *Progress in the rat-proofing of ships.*

The standard of rat-proofing on new vessels is highly satisfactory. The owners of older vessels have readily complied with any recommendations made for the improvement of rat-proofing.

TABLE E

Rodents destroyed during the year in ships from foreign ports.

[illegible]

RODENT CONTROL

	Foreign	Coastwise
Visits by inspectors	1,825	281
Re-visits by inspectors	664	10
Visits by rodent operative (Section A)	529	30
Re-visits by rodent operative (Section A)	770	10
Visits by rodent operative (Section B)	463	107
Re-visits by rodent operative (Section B)	328	—
Rats killed by rodent operative (Section A)	101	4
Rats killed by rodent operative (Section B)	10	—
Mice killed by rodent operative (Section A)	53	—
Mice killed by rodent operative (Section B)	9	—

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Deratting certificates issued:				Total	Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with HCN	After poisoning with war-farin	After poisoning with war-farin and trapping	After trapping			
—	9	2	1	12	235	247

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951-56

Rodent Control Certificates issued	Nil		
	Dredgers	Barges	Floating elevators
Visits by inspectors	1	2	1
Visits by rodent operative (Section A)	—	15	—
Visits by rodent operative (Section B)	—	128	45
Rats killed	—	13	3
Mice killed	—	—	2

2,220 rats and 149 mice were destroyed by the rodent operative employed by the Manchester Ship Canal Company compared with 3,072 rats and 173 mice destroyed in the previous year. The number of pigeons destroyed increased from 1,941 in 1963 to 2,829 in 1964.

On the Manchester Ship Canal Company property at Ellesmere Port, 81 campaigns using arsenic, zinc phosphide, mafantu, and war-farin were carried out. An estimated kill of 457 rats was recorded in respect of those campaigns carried out involving the use of arsenic and zinc phosphide. A further 32 rats and 18 mice were estimated to have been accounted for on property of the company at Runcorn by the rodent operative of the local authority.

The continued co-operation of the Ellesmere Port and Runcorn authorities in effectively controlling any rodent infestation on property abutting the canal is much appreciated.

SECTION XIII: Inspection of ships for nuisances

TABLE G

Inspections and Notices

Category of nuisance	Number of inspections:		Notices served		Result of serving notices
	British	Foreign	Statutory notices	Other notices	
Verminous conditions	91	167	—	Written	8 notices complied with and 6 partly complied with whilst vessels in port.
Accommodation and fittings in dirty and defective condition	20	26	—	Verbal	
Heating, lighting and ventilation defective	13	6	—	British	
Washplaces and fittings dirty and defective	5	4	—	7	
Drainage defective	11	4	—	168	
Sanitary accommodation and fittings dirty and defective	6	11	—	Foreign	
Food storage, preparation spaces and fittings dirty and defective	50	46	—	9	
Water tanks, etc., defective and dirty	10	1	—	196	
Accumulation of refuse on deck	19	9	—		
Provisions stored in hospital	—	1	—		
Insulation defective	6	1	—		
Gangway defective	1	—	—		
W.C. fouling quay	3	—	—		
	235	276	—	16	364

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS

			1964	1963
Vessels entering the port	foreign		3,414	2,688
	coastwise		3,106	3,031
	total		6,520	5,719
Number inspected			2,110	2,126
Percentage inspected			32.36 %	37.17 %
Number reported defective	foreign and		380	318
Number on which defects remedied	coastwise		185	182
Number of vessels on which were				
remedied defects reported prior				
to year of inspection				
	British		48	59
	foreign		44	31

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects:—

Section A (Manchester—Latchford):	Inspected	Defective
Manchester, Salford and Stretford	1,146	173
Mode Wheel Oil Wharf	2	—
Weaste	25	17
Brown and Polson's Wharf	19	10
Irwell Park Wharf and Eccles	82	33
Barton	46	13
Irlam	41	20
Partington	15	3
	<u>1,376</u>	<u>269</u>

Section B (Latchford—Eastham):	Inspected	Defective
Warrington	11	—
Wigg Works	1	—
Runcorn	74	4
Weston Point	119	5
Ince	24	5
Stanlow Oil Dock and Lay-Bye	121	22
Associated Octel Wharf	11	2
Stuart Wharf	1	1
Ellesmere Port	153	27
Bowater's Wharf (Ellesmere Port)	61	5
Eastham Locks and Lay-Bye	3	2
Queen Elizabeth II Dock, Eastham	151	38
Widnes	4	—
	<u>734</u>	<u>111</u>
Gross Totals	<u>2,110</u>	<u>380</u>

Nationalities of the vessels inspected and the number found with defects:—

							Inspected	Defective
British	.....	.....	.....	.....	.....	.....	763	175
American	.....	.....	.....	.....	.....	.....	35	3
Belgian	.....	.....	.....	.....	.....	.....	9	2
Danish	.....	.....	.....	.....	.....	.....	94	10
Dutch	.....	.....	.....	.....	.....	.....	430	30
Egyptian	.....	.....	.....	.....	.....	.....	3	2
Eireann	.....	.....	.....	.....	.....	.....	50	1
Finnish	.....	.....	.....	.....	.....	.....	53	—
French	.....	.....	.....	.....	.....	.....	6	3
German	.....	.....	.....	.....	.....	.....	133	14
Ghanian	.....	.....	.....	.....	.....	.....	1	1
Greek	.....	.....	.....	.....	.....	.....	42	23
Icelandic	.....	.....	.....	.....	.....	.....	5	—
Indian	.....	.....	.....	.....	.....	.....	5	5
Israeli	.....	.....	.....	.....	.....	.....	1	1
Italian	.....	.....	.....	.....	.....	.....	8	3
Jugo-Slavian	.....	.....	.....	.....	.....	.....	3	1
Lebanese	.....	.....	.....	.....	.....	.....	3	2
Liberian	.....	.....	.....	.....	.....	.....	53	31
Moroccan	.....	.....	.....	.....	.....	.....	1	1
Nigerian	.....	.....	.....	.....	.....	.....	2	1
Norwegian	.....	.....	.....	.....	.....	.....	175	39
Pakistani	.....	.....	.....	.....	.....	.....	1	1
Panamanian	.....	.....	.....	.....	.....	.....	18	12
Polish	.....	.....	.....	.....	.....	.....	35	2
Roumanian	.....	.....	.....	.....	.....	.....	7	—
Russian	.....	.....	.....	.....	.....	.....	27	4
South African	.....	.....	.....	.....	.....	.....	6	2
Spanish	.....	.....	.....	.....	.....	.....	4	2
Swedish	.....	.....	.....	.....	.....	.....	136	8
Turkish	.....	.....	.....	.....	.....	.....	1	1
Totals							2,110	380

The number of inspections made of British and foreign vessels and the number found with defects were:—

	Inspected	Defective
British steamships and motor vessels.....	763	175
Foreign steamships and motor vessels.....	1,347	205
Re-visits	455	
Gross total—visits and re-visits	2,565	

In the Manchester-Latchford section there was a decrease of 15 inspections over the previous year, and in the Latchford-Eastham section a decrease of 1 was recorded.

Number of personnel carried on vessels inspected:—

British:

European	.....	.....	.....	.....	.....	.....	21,014
Asiatic	.....	.....	.....	.....	.....	.....	4,688
							<hr/>
							25,702
American	.....	.....	.....	.....	.....	.....	1,591
Belgian	.....	.....	.....	.....	.....	.....	304
Chinese	.....	.....	.....	.....	.....	.....	788
Egyptian	.....	.....	.....	.....	.....	.....	91
Danish	.....	.....	.....	.....	.....	.....	2,125
Dutch	.....	.....	.....	.....	.....	.....	6,063
Eireann	.....	.....	.....	.....	.....	.....	947
Finnish	.....	.....	.....	.....	.....	.....	1,245
French	.....	.....	.....	.....	.....	.....	140
German	.....	.....	.....	.....	.....	.....	2,100
Ghanian	.....	.....	.....	.....	.....	.....	44
Greek	.....	.....	.....	.....	.....	.....	1,211
Icelandic	.....	.....	.....	.....	.....	.....	91
Indian	.....	.....	.....	.....	.....	.....	328
Israeli	.....	.....	.....	.....	.....	.....	19
Italian	.....	.....	.....	.....	.....	.....	205
Jugo-Slavian	.....	.....	.....	.....	.....	.....	95
Lebanese	.....	.....	.....	.....	.....	.....	140
Liberian	.....	.....	.....	.....	.....	.....	1,626
Moroccan	.....	.....	.....	.....	.....	.....	15
Nigerian	.....	.....	.....	.....	.....	.....	97
Norwegian	.....	.....	.....	.....	.....	.....	5,558
Pakistani	.....	.....	.....	.....	.....	.....	55
Panamanian	.....	.....	.....	.....	.....	.....	586
Polish	.....	.....	.....	.....	.....	.....	655
Roumanian	.....	.....	.....	.....	.....	.....	242
Russian	.....	.....	.....	.....	.....	.....	779
Spanish	.....	.....	.....	.....	.....	.....	111
Swedish	.....	.....	.....	.....	.....	.....	2,848
South African	.....	.....	.....	.....	.....	.....	324
Turkish	.....	.....	.....	.....	.....	.....	44
							<hr/>
							56,169
							<hr/>

**SECTION XIV : Public Health (Shell-fish) Regulations,
1934 and 1948**

No change.

**SECTION XV : Medical inspection of aliens and
Commonwealth immigrants**

A medical officer serving Manchester Airport or one serving the Port of Liverpool, whichever was the more convenient in the particular case, would be available to examine an alien or Commonwealth immigrant if required.

SECTION XVI : Miscellaneous

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

No change.

DANGEROUS DRUGS REGULATIONS, 1953

No certificates were issued under these regulations to the masters of foreign vessels.

CLEAN AIR ACT, 1956 DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

The attention of masters of vessels arriving in the port was directed to the requirements of the Dark Smoke Regulations; leaflets giving details of the permitted periods allowed were distributed for the attention of all personnel concerned. Owners and masters were invariably most anxious to co-operate in doing all possible to prevent smoke emission.

Seventy-five visits and observations were made in the Manchester-Latchford section of the canal, whilst a further 24 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II Dock. Forty-two verbal notices were given, 24 in respect of smoke from British vessels and 18 from foreign ships. One occasion arose on which it was necessary to serve a written notice; legal action was pending at the end of the year.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS

Warrington-Eastham section

Seven hundred and thirty-four ships were inspected, of which 111 were found defective, comparable figures for 1963 being 735 and 119. The main increases were at Queen Elizabeth II Dock (35) and Weston Point (18), whilst decreases occurred at Stanlow (29) and Ellesmere Port (34). Trade improved at Queen Elizabeth II Dock, 235 ocean going tankers and 557 coastal vessels entering. Figures for 1963 were 206 and 221 respectively.

The Customs annual returns show that 1,695 foreign going and 1,818 coastwise vessels entered the section, a total of 3,513, and an increase of 307 over 1963. These returns include vessels from the Irish Republic as arrivals from foreign ports. Runcorn returns recorded 1,310 arrivals, 198 more than in the previous year.

Coverage of this 22 miles section of the canal was carried out by car and involved a total mileage of 9,143, an average of approximately 762 miles per month.

Defects found on vessels were mainly insect infestation, wear and tear and dirty conditions in crew's quarters, but in general satisfactory standards of cleanliness and hygiene were maintained.

The post of rodent operative was filled for most of the year and in addition to visits to foreign and coastwise vessels regular attention was given to barge traffic. One hundred and twenty-eight barges were inspected by the rodent operative whilst the floating grain elevator stationed at Ellesmere Port was visited on 45 occasions. Traps were set whenever possible, resulting in 10 rats and 9 mice being destroyed. The incidence of rodents on cargo vessels continued at the previously low level. Tanker borne rats were almost negligible, only one showed slight infestation and old evidence was found on a further two vessels.

Under the Food Hygiene (Docks, Carriers, etc.) Regulations, 1960, it was necessary to make representation to dock managements regarding unsatisfactory conditions in warehouses used for the storage of foodstuffs.

Two samples of drinking water were taken for bacteriological examination from a small vessel following diarrhoea and vomiting affecting four crew members. One sample was unsatisfactory and pointed to contaminated water fittings. Remedial action was taken.

Regular checks were made of the validity of smallpox vaccination certificates, under the Public Health (Ships) Regulations, 1952-63. No restrictive measures were required but it was necessary on several occasions to take action in respect of invalid certificates.

Food inspection

Food imports to Ellesmere Port, Runcorn and Weston Point docks increased in amount and included grain, flour, lard, fruit, nuts, chocolate, canned fruit, fish, milk and tomato products.

The trade of tomato products into Weston Point continued and fourteen shipments arrived from Italy, Spain and Portugal. These shipments consisted mainly of tomato puree which totalled 360,343 cartons. It was necessary to seize and have destroyed 1,445 x 5 kilo. tins of puree and 11 tins of peeled tomatoes. Two 5 kilo. tins were submitted to the Public Analyst, Manchester, for examination in respect of mould and copper content, and two tins were sent to the Public Health Laboratory for bacteriological examination. Results of all samples were satisfactory.

One shipment of bulk lard and two of lard in drums were discharged at Runcorn and were accompanied by the recognised official certificates.

Smoke abatement

The requirements of the Clean Air Act, 1956, and the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, were given regular attention.

Notices were placed on incoming vessels and requests for co-operation from masters and chief engineers were made personally whenever possible. This procedure has been invaluable and the assistance received from the Police Departments of the Manchester Ship Canal Company at Stanlow, Ellesmere Port and Eastham is much appreciated.

Fourteen contraventions were observed, 8 of black smoke and 6 of dark smoke emissions in respect of 5 British and 7 foreign owned vessels. Offenders were 8 tankers, 3 cargo vessels and 1 dredger and the offences occurred at Queen Elizabeth II Dock (4), Ellesmere Port (3), Stanlow (6) and Weaver Canal (1). Following observation the vessels were boarded, whenever possible, to notify responsible personnel and in 10 cases the emissions were successfully stopped. The offending dredger could not be boarded and a letter was sent to the owners. The remaining 3 contraventions involved a British owned tanker; written notice was served on the master and court

proceedings were in course of institution at the end of the year. The offences were mainly due to carelessness and overloading of boiler plant. Other causes were flashing up from cold and a breakdown in the heating system.

Two complaints of smoke from tankers at Queen Elizabeth II Dock were received from the Police Department of the Manchester Ship Canal Company and were taken up later with the masters. No complaints were received from residents in this area.

Five complaints were received in respect of emissions from vessels traversing the length of canal between Runcorn and Latchford and in all cases letters were sent to the owners. The problem of vessels under way is difficult and can only be successfully covered by constant supervision along the whole length of the canal and port.

Smoke abatement improves as the number of coal-fired vessels diminishes and has been greatly assisted by local and national campaigning. The number of offences is small considering the thousands of vessels using the port each year.

G. E. Stanley.

Manchester-Warrington section

Action to secure the prevention and abatement of smoke from vessels continued. Observations were taken in respect of 75 vessels and of these 31 vessels were considered to be unsatisfactory. These vessels were boarded to ascertain the cause of smoke emission and personal contact with the masters and chief engineers resulted in abatement of such emissions. Shipowners were informed and their co-operation requested to prevent any further cause for complaint, with satisfactory results. Very often the smoke resulted from water contamination of the fuel-oil and defects in the forced draught air system. Appropriate remedial measures were taken in each case.

The emission of smoke by small harbour and local trading craft continued to decrease. Since June, 1958, when the Dark Smoke (Permitted Periods) (Vessels) Regulations first became operative, some 23 such craft have either been converted from coal to oil burning or have been replaced by new vessels. In addition, 71 coal burning appliances have also been replaced. A new diesel dredger, "M.S.C. Irwell", was commissioned by the Manchester Ship Canal Company to replace two coal burning dredgers. This modernization will continue and the end of the coal burners is now close.

Ships are still found to be infested by cockroaches but heavy infestations continue to decrease. Treatments were carried out as required, with satisfactory results.

Strict attention was paid to the control of rats and mice on vessels. Only minor infestations were found and these were dealt with satisfactorily by the use of traps and poison. A barge was fumigated with hydrogen cyanide gas and eight rats were picked up subsequently.

Deratting certificates issued by non-approved ports are seen from time to time. The deratting certificate is of value only if a full examination has been carried out before issue. This can only be guaranteed by the issue of certificates by approved ports where competent staff are available to carry out this work.

The examination of smallpox vaccination certificates continues as required by the Public Health (Ships) Regulations, 1952-63, and revaccination arranged when required. There were 976 vaccinations carried out by the Shipping Federation medical officer. In addition, 663 persons were immunized against cholera and typhoid.

One case of malaria occurred and was removed to hospital in Manchester.

A deckhand suffering from a neural form of leprosy, probably non-contagious, was removed to a hospital. Appropriate terminal action was taken to deal with the bedding, effects and cabin used by this man. Precautionary measures were also taken during the voyage to protect close contacts.

Sampling of the drinking water on both British and foreign owned vessels was periodically carried out. Of 45 samples collected 28 were submitted for bacteriological examination and 17 for chemical analysis. The bacteriological reports indicated that 8 of the samples submitted were unsatisfactory. In one of these cases there had been frequent and recurring bouts of diarrhoea amongst crew members. Because of the heavy contamination of the water it could reasonably be assumed that the trouble was water-borne. No further sickness occurred after chlorination and cleaning of the tanks. The remaining 7 vessels had the tanks cleaned and chlorinated with satisfactory results. As in the past the Ministry of Transport was informed of the results and action taken on British vessels. The assistance of other port health authorities was obtained when necessary.

Generally a good standard of cleanliness continued to be maintained and requests for the remedy of defects were usually readily complied with.

There were 17 inspections of canal boats and 7 notices were served in respect of 10 defects found. Notifications were received that 7 of the defects had been remedied.

Mr. Forbes attended a short course of study on radiological health and safety at the Salford Royal College of Advanced Technology.

A. M. Dickson
J. Forbes

FOOD INSPECTION

Results of Inspection

Details of food imports which were seized as unsound.

<i>Articles</i>	Tons	cwts.	qrs.	lbs.
Grain, cereals, etc.				
Flour	387	13	2	2
Grapenuts				23
Maize	176	7	3	21
Rice	2	5	1	4
Rye		1	3	6
Soya beans	1	8	2	16
Starch	6	13	1	3
Wheat	154	2	0	1
Wheat germ	1	13	0	0
Oatmeal		1	0	0
Fruit and nuts				
Canned fruit	1	17	3	3 $\frac{1}{4}$
Canned fruit juice		1	3	2 $\frac{1}{4}$
Lemons			2	4
Prunes			3	6
Raisins				3 $\frac{3}{4}$
Fish				
Canned cockles	2	14	0	10 $\frac{3}{4}$
Vegetables				
Bottled vegetables			3	6
Canned vegetables		2	0	8 $\frac{1}{4}$
Beans	3	5	1	19
Onions	3	10	1	0
Peas	36	15	0	23
Yams				4
Dairy produce				
Cheese			1	6
Lard	1	18	2	1
Premier jus			2	4

	Tons	cwts.	qrs.	lbs.
Meat and poultry				
Canned meat		8	3	6
Frozen offal		1	1	1
Bacon				3
Sweets, confectionery, etc.				
Rusks		1	1	16
Crunchy nut spread				$\frac{1}{2}$
Miscellaneous				
Cocoa beans		2	2	18
Glucose	2	16	0	0
Tea	5	12	3	17
Peeled tomatoes (canned)			2	0
Tomato puree (canned)	7	18	1	11
	797	16	2	$25\frac{3}{4}$

Food voluntarily surrendered

Cornflakes	1	2	12
Frozen meat			$6\frac{1}{2}$
Onions	3	2	0
Peas			15
Tea			2
Grapefruit	2	2	20
	7	3	$27\frac{1}{2}$

LABORATORY EXAMINATIONS

Number of samples examined by :

(a) Public Analyst	28
(b) Bacteriologist	40

The following among samples forwarded to the Public Analyst, Manchester, for chemical analysis were unsatisfactory.

Nature of sample	Object of examination	Result
Dutch canned cauliflower (2 samples)	Sulphur dioxide	Contravention of Preservatives in Food Regulations
Danish bottled blackcurrant jam with Jamaica rum	Preservative	ditto
Canadian flour (contaminated by glass particles)	Nature of contaminant	Dangerous if mixed with food

All the samples submitted to the Public Health Laboratory, Manchester, for bacteriological examination were satisfactory.

OBSERVATIONS OF THE FOOD INSPECTORS

During the year under review food imports continued to run at a high level. As commented upon in previous reports the satisfactory transportation of foodstuffs is very dependent upon stowage away from contaminating cargoes.

A consignment of 4,110 bags of flour was found to be tainted from fermenting maize, seized as unfit for human consumption and used for animal foodstuffs.

During discharge several thousand bags of flour were contaminated with glass particles of similar consistency to finely granulated sugar, and stated to be for use in the manufacture of luminous paint. Detection of the contaminant necessitated most careful examination and ultimately resulted in 1,495 bags being seized as unsound and disposed of for industrial purposes.

An initial examination of a consignment of canned pork shoulders revealed that the metal staples used for closing the cartons had punctured some of the tins. After a 100% examination only 20 tins were found punctured but almost every tin was badly scored by the staples. Letters to the consignees resulted in the insertion, in following consignments, of a cardboard liner with satisfactory results.

Two consignments of Belgian canned hams bore official certificates not of the recognised type. After explanatory correspondence the importation was permitted and the Ministry of Agriculture, Fisheries and Food advised of the circumstances.

Three consignments of Dutch canned braised pork kidneys, declared as being of Dutch origin, bore Belgian official certificates. Explanations received not being satisfactory, the consignments were required to be exported.

It appears to us most unsatisfactory that meat killed and dressed in one country should carry the official certificate of another, as the requirements of these certificates can only be attested by the country in which slaughtering and processing are carried out.

Official certificates are invariably attached to the manhole covers in the tank lids in the shipment of bulk lard. The temperature of the tank is such as to nullify the adhesive properties of the official certificates and even if they adhere to the cover they are frequently damaged by cargo working across the tank lid.

On another occasion a consignment of 572 drums of lard had only 5 official certificates remaining attached by wiring, the remainder being lost during transit.

It is necessary that some other method of transporting official certificates be found for these circumstances.

A consignment of Swedish lard arrived without official certificates. On receipt of the required certificates, accompanied by an affidavit from the Government Veterinary Officer, the consignment was admitted.

An informal sample of canned cauliflower was found to contain 300 parts per million of sulphur dioxide in contravention of the Preservatives in Food Regulations. As the consignment had already left the quay the information was passed to the medical officer of health of the destination area.

A consignment of 800 cases of Portuguese canned cockles arrived in a defective and leaky condition. The consignor flew over to inspect the goods and agreed with the opinion that defective capping was the cause of the condition. As the result of an 100% examination 270 tins were seized as unsound and destroyed.

A sample of Portuguese tomato concentrate revealed a fairly high mould count. The importer was notified and promised to advise the suppliers accordingly.

Samples from several consignments of American frozen shrimps were submitted for bacteriological examination and found to be satisfactory.

No salmonella organisms were isolated from samples submitted from consignments of desiccated coconut.

Discrepancies were observed on official certificates from Argentina and the United States of America, and the Ministry of Agriculture, Fisheries and Food notified. Subsequently the matter was remedied by the recognition of new official certificates.

A considerable quantity of frozen meat, rejected ship's stores, was landed and found to be of foreign origin and without official certificates. This meat was detained in a cold store and eventually exported.

Food Hygiene (Docks, Carriers, etc.) Regulations, 1960

A daily inspection, carried out of 8 sheds for a period of 3 weeks, spotlighted deficiencies in the shed cleaning processes and was brought to the attention of the Manchester Ship Canal Company.

A meeting was held between representatives of the Ministry of Agriculture, Fisheries and Food (Pests Division), Salford Public Health Department and the Port Health Authority to discuss rodent infestation in the dock area. It was decided to carry out a full scale survey of the dock area in 1965.

W. H. Jennings

T. Borrows.

